

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND AIR QUALITY (CMAQ)**

**MINUTES
MEETING OF OCTOBER 31, 2005**

At 3:04 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Judith Christensen, Tom Davids, Linda Larson, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Antoinette Stein, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone, Geoff Kline, and Sandy Wong (C/CAG Staff - County Public Works), Tom Madalena (C/CAG Staff – County Planning), Richard Napier (C/CAG Executive Director), Pat Dixon (Transportation Authority Citizens Advisory Committee), Marshall Loring (MTC EDAC), Mike Garvey (Parsons Brinkerhoff), and Corinne Goodrich (SamTrans).

1. Public comment on items not on the agenda.

None.

CONSENT AGENDA

2. Minutes of September 26, 2005 meeting.

Motion: To approve the Minutes as presented. Bigelow/Lempert, unanimous.

REGULAR AGENDA

3. Response to comments from MTC on the Draft 2005 Congestion Management Program (CMP) and recommendation to adopt the Final 2005 CMP for San Mateo County.

The CMP is required to be updated every two years. The draft document was approved for distribution by C/CAG at the August meeting. The only entity that submitted comments on the draft was the Metropolitan Transportation Commission (MTC). These comments are detailed in the staff report and focused mainly on consistency with the MTC planning goals and the regional travel-forecasting model.

Motion: To approve the Final 2005 CMP with the incorporation of the responses to the comments from MTC as presented by staff. Bigelow/O'Connell, unanimous.

4. Review and approve criteria for implementation of the ramp metering program in

San Mateo County and authorization for the C/CAG Executive Director to negotiate a Memorandum of Understanding (MOU) with the California Department of Transportation for the implementation of a ramp metering program, and authorization for the C/CAG Chairman to execute said MOU.

The ramp metering program has been developed over the last two years. The conclusions were that some locations, at some times of the day, and at some directions, for some periods of time, will result in a positive travel time impact on the freeway if a ramp metering program is implemented. The C/CAG Board directed staff to develop an implementation plan for further consideration by the TAC, CMAQ, and C/CAG.

There were three main ramp metering issues that have been identified by the cities. They include:

1. Preventing backups on local streets and roads – the program that has been developed will include loop detectors installed in the pavement at the entrance of each on-ramp. These detectors will sense when the backup fills up the ramp, and will automatically turn the ramp metering light all green.
2. Ensuring that there is local control – there will be a specific agreement signed with Caltrans that spells out that no changes to the ramp metering program can be made without the mutual consent of C/CAG and Caltrans. C/CAG has established a Ramp Metering Technical Advisory Committee (RMTAC) that will oversee this agreement and program. Membership on the RMTAC is open to all jurisdictions in the ramp metering corridor.
3. The ramp metering program should be implemented at no cost to the cities – the full funding of this program will be borne by C/CAG and Caltrans.

It is proposed that the ramp metering program be implemented along the full length of Route 101 and along Route 280 north of Route 380. The program would be implemented in phases starting with Route 101 south of Route 92. This is to take advantage of the fact that most of the equipment is already installed at the ramps in this stretch of the freeway, except for the Willow Road Interchange. That Interchange project and the related metering equipment are scheduled to be constructed in the Spring of 2006. This will enable the implementation of this phase of the program in the Fall of 2006.

Comments included:

- a) Will the RMTAC continue on after the program is implemented? Yes, this will be the on-going mechanism for reviewing the program, making changes, and providing guidance to C/CAG on ramp metering.
- b) Will the program be monitored? Yes, there will be sites identified for pre and post implementation monitoring, and additional sites to monitor the on-going operation of the program and to determine its effectiveness. These locations will be provided to the CMAQ members.
- c) What are the potential congestion relief benefits to Route 101? It is estimated that from 5% to 10% travel time improvements will be realized.
- d) Ramp metering will likely have accident prevention benefits by smoothing out the flow of vehicles entering the freeway, and avoid vehicles being forced to enter on the shoulders creating clouds of dust that impair vision of those entering the road

- and those already on the freeway.
- e) How will the travel times be measured? The freeway travel times are measured every two years as part of the Congestion Management Program monitoring.
 - f) There is a problem on East Hillsdale where at certain times of the day it is total gridlock. This means that the metering light at that location will be all green during the most critical times of the day because of the backups. Part of the problem at this location is that the Caltrans owned traffic lights and the City owned traffic lights are not coordinated. Also the weave distances are too short for vehicles to make the merge.

Motion: To approve the recommendations of the Technical Advisory Committee (TAC) as presented by staff with the notation of the concerns raised by Chairman Townsend (item f). Bigelow/Lempert, unanimous.

5. Recommendations on the 2006 State Transportation Improvement Program (STIP) for San Mateo County.

Richard Napier reported:

1. In the last STIP (2004), C/CAG had to move seven million dollars of programming out to later years, thereby resulting in the delay of funding for a number of projects.
2. Twenty-four million in additional funding capacity has been provided in the 2006 STIP for the last year of the program. This means that there is very little money to meet the existing needs in San Mateo County.
3. In order to make the numbers balance in the 2006 STIP, one project, which is for \$3.8 million in Half Moon Bay to widen Route 92, is recommended to be deleted. This project is ready to be constructed now, and the Transportation Authority has agreed to pay for it.
4. The Auxiliary Lane Program (3rd to Millbrae) is not affected because it was already included in the 2004 STIP and is scheduled for funding in 2005-06.
5. The Route 92 slow vehicle climbing lane project has been moved out to the end of the STIP because the cost has escalated to over \$50 million due to complexities with the project. It is now being shown as only a grade separation project at the Route 92 and Route 35 Interchange.
6. Three new projects have been added:
 - i. Five million dollars is being programmed to do traffic signal upgrades and interconnection on El Camino Real. Caltrans has already agreed to match those funds with its own five million dollars.
 - ii. Fassler to Westport on Route 1 is programmed for \$6.9 million dollars.
 - iii. An Intelligent Transportation System project is being programmed for \$1.9 million dollars.
7. The California Transportation Commission has given yearly targets for each of the Congestion Management Agencies (CMA) to meet for the allocation of STIP funds. C/CAG may be the only CMA in the Bay Area that has developed a plan that will cumulatively meet the targets over the life of the STIP.
8. In summary, the amount of funding under the 2006 represents about one-half of the amount of funds that C/CAG has received in prior years.

Comments included:

1. Sue Lempert, who represents San Mateo County Cities on the MTC Board, will be working with Richard to ensure that the availability of the funds for the 3rd to Millbrae Auxiliary Lane Project and the schedule for the construction of the project, work together.
2. It was suggested that a delegation of elected officials from C/CAG go to a California Transportation Commission meeting to reemphasize the importance of the 3rd to Millbrae Auxiliary Lane Project and the need to make sure that the funding is available when the project is ready to begin construction.

Motion: To approve the recommendations of the Technical Advisory Committee (TAC) as presented by staff. Richardson/Pierce, unanimous.

6. Review and approval of an incentive program for local jurisdictions to participate in the development and implementation of a transportation and land use plan for the El Camino Real Corridor.

This item was originally introduced to CMAQ at the September meeting. The feedback received from that meeting has now been incorporated into a new draft of the program is being presented to CMAQ for additional consideration.

Richard Napier provided the following introduction:

1. The original proposal focused on a land use planning process for the El Camino Real Corridor. After considering the comments from CMAQ and the individual cities, the program has been refocused to be an incentive program to encourage the cities to participate and implement a planning process that supports El Camino Real as an important transportation corridor. The proposal also includes funding for the development and construction of projects that implement the corridor plan.
2. Richard reviewed a block diagram that illustrated all of the elements of this El Camino Real Corridor Program. In addition to holding workshops with all of the jurisdictions along the Corridor, there will also be a workshop for members of the business community.
3. This program is being closely coordinated with Samtrans and the Grand Boulevard Program so that there will not be any duplication.
4. This proposal fits in with the roles and responsibilities of C/CAG as the Congestion Management Agency for San Mateo County.
5. This program is also being coordinated with ABAG and will take advantage of its research and data production capabilities.

Comments under discussion included:

1. The transportation goals/objectives for the El Camino Real Corridor that were included in the materials are only examples. The actual goals/objectives will be worked out together with the TAC and CMAQ Committees and then provided to C/CAG for consideration.
2. There are many successful businesses on El Camino Real because it is a very good location for commerce. It is not because the buildings are generally older

and the rents are cheaper. Hopefully upgrades to the land uses along the Corridor that result from this planning process will not result in major increases in rents that force existing businesses out. This will be taken into consideration as each city goes through the planning process individually.

3. Concern was expressed that the only funding that will be made available through this program will be for major, high density developments that displace existing smaller establishments and do nothing for low income housing. Staff indicated that this will not be the case, in fact ten million has already been identified for a major signal interconnect program along El Camino Real. The vision of the individual cities for El Camino Real will be paramount in this process. Outside entities will not be allowed to drive the process. The funding that will be assembled for this program will be varied enough so that jurisdictions will not be put in a position where they must adopt an outside agency's vision before they are eligible to receive any funding.
4. The issue of a potential conflict between the efficient movement of traffic along El Camino Real and the need to move pedestrians across El Camino Real. The program needs to address this issue more specifically. Each community needs to have a discussion about how its pedestrians should be accommodated as part of the plan. There needs to be a balance between these two competing needs.
5. As part of the development of this planning process, the modeling and other traffic analysis tools need to also show the impacts of improvements on El Camino Real on other roads and the two major north-south freeways in the County.
6. The information that is generated through this planning process will be integrated into the Countywide Geographic Information System (GIS).
7. Hopefully this process will also include the analysis of the impacts of cities decisions on its neighbors.
8. C/CAG is one of three communities in the Bay Area that have been chosen as part of a joint effort with ABAG to develop corridor plans. At a recent meeting of the Joint Policy Committee (ABAG and MTC), C/CAG made a presentation on its project and was clearly far ahead of the other communities.
9. El Camino is already a very successful commercial strip. This project will hopefully make it more aesthetically appealing, even more successful for commercial ventures, introduce more housing that will increase the pedestrian presence and the retail activity, while also preserving the vitality of the small privately owned businesses. It will also enable the bus system to become a more important transportation option for individuals.

Motion: To approve the recommendations of the Technical Advisory Committee (TAC) as presented by staff. Stein/Bigelow, unanimous.

7. Recommendation on funding support for a project to interconnect and modify signals, upgrade controllers and other improvements on El Camino Real from Menlo Park to Millbrae.

This project will result in the upgrade and interconnection of the traffic signals on El Camino Real from the Santa Clara County Line to the San Francisco County Line.

Caltrans has committed five million dollars to the project and it is recommended that an additional five million dollars be dedicated through C/CAG's portions of the State Transportation Improvement Program (STIP). This project will also directly complement the El Camino Real Corridor Project that was approved under the previous item.

This signal project will include the technology needed to enable more efficient transit systems by allowing for signal preemption.

Comments:

1. It was noted that attention should also be given to making pedestrian crossings along El Camino Real safer and more convenient. Hopefully the installation of this new equipment will also include the latest advances in pedestrian signals and crossing aids. The removal of the "pork chop islands" was also identified as a concern. These islands provide a safe location for pedestrians to pause while crossing the street. Lighting along certain sections of El Camino Real should also be improved for pedestrians.
2. It was noted that C/CAG has a substantial amount of funding that will be available for bicycle and pedestrian improvements. Public Works Departments are strongly encouraged to apply for these funds to address these issues relating to pedestrian convenience and safety.
3. This new system will allow for variations in the signal timing during certain times of the day in order to adjust for peak travel times.

Motion: To approve the recommendations of the Technical Advisory Committee (TAC) as presented by staff. Larson/Richardson, unanimous.

8. Recommendation to adopt Policy on Traffic Impact Analysis to determine impacts on the Congestion Management program (CMP) Roadway Network resulting from roadway modifications, General Plan Updates, and land use development projects.

A subcommittee of public works directors was convened to develop a consistent policy to provide directions to local jurisdictions on:

1. When use of the C/CAG Travel Demand Forecasting Model will be required.
2. What level of analysis and study is needed for projects that will potentially have an impact on the Congestion Management Program (CMP) Roadway Network?
3. What types of mitigations will be required for impacts to the CMP network as a result of roadway modifications.
4. What types of mitigations will be required for impacts to the CMP network as a result of land use developments.
5. How roadway impact analysis relates to C/CAG's existing policy on land use impact analysis.
6. What are the triggers for when an impact is considered to cause a violation of the CMP?
7. How analyses of General Plan amendments and Specific Plans should be conducted in order to comply with the CMP.

Comments:

1. The C/CAG Model is more suited to analyzing large projects that have regional impacts. It is not a micro tool that is suited for looking at the impacts on local streets and roads.
2. Under the policy, Transit Oriented Development (TOD) is being exempted from the requirements as a way to provide an incentive for the building these projects. Concern was expressed that these projects should also be able to demonstrate that they are not causing negative transportation impacts. A good TOD project will make transit use attractive and will include amenities and disincentives for automobiles. Therefore these projects should also comply with the new requirements in this proposed policy.

Motion: To approve the recommendations of the Technical Advisory Committee (TAC) as presented by staff with the elimination of the exclusion for Transit Oriented Development projects. Bigelow/Larson, unanimous.

9. ABAG/MTC projections for population growth for the years 2025, 2015, and 2005.

This item was held over to the next meeting.

10. Member comments and announcements.

Arthur Lloyd noted that tonight at 9 p.m. on KQED there would be a special feature on the Southern Pacific's Coast train.

Sepi Richardson and Linda Larson requested that a list of acronyms be developed and made available for CMAQ members.

Linda Larson requested that staff check into why there are no signs on Route 101 noting that there is a Caltrain Station off the Millbrae Avenue exit.

11. Adjournment and establishment of next meeting date.

Staff noted that the next regular meeting on November 28, 2005 was the Monday following the Thanksgiving Holiday weekend. Staff will poll the CMAQ members to determine if a date in early December would be preferable for a combined November and December meeting. At 4:50 p.m., the meeting was adjourned.